

From: Gareth Gu [<mailto:Gareth.Gu@bwpacifictankers.com>] **On Behalf Of** BWPAC Operations Houston
Sent: 09 December 2016 22:27
To: VESSEL BW Orinoco Email
Cc: BWPAC Operations Houston
Subject: BW ORINOCO / TRIP 410434 / ALTAMIRA / DEC 15-17 / VOYAGE ORDERS

Dear Capt,

Pls find the below voyage orders for next employment with Shell.
Kindly confirm safe receipt and compliance.

You can send out ETA notices to Tampico basis ETD from Coassa Terminal.

Thanks & Best Regards,
Gareth

Fleet Operations
BW Pacific
Houston Office

Siddharaj Pathare - Tel: +1 832 900 8254 / Mob: +1 832 244 6144
Gareth Gu - Tel: +1 713 425 4128 / Mob: +1 832 247 0425

Email: ops.hou@bwpacifictankers.com

Pls always reply to our group email as per above. For urgent matters, after office hours and on Holidays please follow up email with phone call



----- Forwarded by Gareth Gu/Operations/BWPAC on 09/12/2016 04:19 PM -----

From: David Dos Santos <djd@bluepointmaritime.com>
To: "BWPAC Operations Houston (ops.hou@bwpacifictankers.com)" <ops.hou@bwpacifictankers.com>
Cc: Operations <Operations@BLUEPOINTMARITIME.COM>
Date: 09/12/2016 03:41 PM
Subject: FW: BW ORINOCO / TRIP 410434 / ALTAMIRA / DEC 15-17 / VOYAGE ORDERS

Good Day,
Please find below the charterers voyage orders. Please ask master to keep
operations@bluepointmaritime.com in copy of all messages.

Please confirm receipt, thanks

Please ensure all Operational messages are sent to Operations@bluepointmaritime.com

Best Regards,
David Dos Santos
Bluepoint Maritime LLC
18 Kings HWY N
Westport, CT 06880

Office: 1 (203) 210 1301
Mobile: 1 (203) 942 3100

From: Matthew.Shelton@shell.com [<mailto:Matthew.Shelton@shell.com>]
Sent: Friday, December 09, 2016 4:38 PM
To: David Dos Santos; Operations
Cc: tanker@maritimex.com.mx; tanker@mail.maritimex.com.mx; iss.beaumont@iss-shipping.com
Subject: BW ORINOCO / TRIP 410434 / ALTAMIRA / DEC 15-17 / VOYAGE ORDERS

Good Evening,

Please see requested Voyage Orders below

FROM SHELL TRADING (US) COMPANY

TO BLUEPOINT

CC REPMAR

CC ISS BEAUMONT

CC ISS HUB

BW ORINOCO – STUSCO TRIP 410434

FOLLOWING ARE VOYAGE ORDERS FOR THE BW ORINOCO

PLEASE REFERENCE ABOVE TRIP NUMBER ON ALL
CORRESPONDENCE/DOCUMENTS RELATED TO THIS TRIP.

PLEASE PROVIDE CHARTERERS WITH ETA AND SCAC CODE
UPON RECEIPT OF ORDERS.

IMPORTANT NOTE: IN ORDER TO MAKE SURE VESSEL IS INCLUDED IN PMI'S
PROGRAM,

IT IS IMPERATIVE TO KEEP PMI PROPERLY ADVISED OF YOUR VESSEL'S
ETA's

72/48/24/12 HOURS IN ADVANCE OF ARRIVAL. IF THESE NOTICES CANNOT BE GIVEN

AS INDICATED HEREIN CHARTERES ARE TO BE ADVISED IMMEDIATELY. VESSEL MUST

GIVE A MINIMUM OF 48 HOURS NOTICE BEFORE EVER ARRIVING AT THE LOAD TERMINAL.

ETA's FOR LOADING PORT ARE TO BE COPIED DIRECTLY TO PMI AT THE FOLLOWING EMAIL ADDRESS:

crudeoiloperations@pmicim.com

Automated Manifest System

In the event vessel is ordered to discharge at a port in the United States of America we draw master's attention to the requirements of the U.S Bureau of Customs and Border Protection ruling issued on December 5th 2003 under Federal Register Part II Department of Homeland Security 19 CFR Parts 4, 103, et al, and request full compliance

with these requirements for entering U.S. ports.

PLEASE SEND ALL OPERATIONS MESSAGES FOR CHARTERER TO THE ATTENTION OF MATT SHELTON AT FREIGHTOPERATIONS@SHELL.COM AND MATTHEW.SHELTON@SHELL.COM

LOAD WINDOW: DECEMBER 15-17

SUPPLIER PMI

LOADPORT: CIUDAD MADERO, OR TAMPICO (LOCAL AGENT TO ADVISE)

CARGO: ALTAMIRA CRUDE

LOADPORT

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VESSEL IS TO LOAD APPROXIMATELY 200,000 +/- 10% BARRELS OF ALTAMIRA CRUDE GIVEN DISPORT DRAFT RESTRICTIONS.

(CONTRACTUAL VOLUME IS 198,000- 242,000 BBLs).

(API 15.0 EST.) PROVIDED DISPORT ARRIVAL DRAFT DOES NOT EXCEED 40 FT FRESH WATER, OR 136 FT AIR AT MLK BRIDGE.

DISPORT

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VESSEL IS TO PROCEED TO **SUNOCO** IN **NEDERLAND, TEXAS** TO DISCHARGE THE ENTIRE CARGO.

LOI INVOCATION

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IN THE EVENT THAT THE ORIGINAL BILLS OF LADING ARE NOT AVAILABLE FOR PRESENTATION

TO THE MASTER ON ARRIVAL AT THE DISCHARGE PORT(S), CHARTERERS SHALL BE DEEMED BY

THIS REFERENCE TO HAVE INVOKED THE INDEMNITY CLAUSE INCLUDED IN THE CHARTER PARTY.

TANK PREPARATION

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PRIOR TO LOAD ON TOP CHARTERERS REQUEST QUANTITY AND QUALITY OF SLOPS.

OPERATIONS

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NO HEAT REQUIRED FOR CARGO.

VESSEL IS NOT TO ARRIVE OR TENDER NOTICE OF READINESS UNTIL
COMMENCEMENT OF LAYDAYS.

VESSEL TO PERFORM LADEN PASSAGE AT AGREED CP SPEED.

FOLLOWING IS **INFORMATION FOR AMS ENTRY** AT HOUSTON RE SHIPPER,
CONSIGNEE AND ADDRESSES FOR SAME.

SHIPPER:

PMI COMERCIO INTERNACIONAL S.A. DE C.V.
AV. MARINA NACIONAL 329
MEXICO D.F. 11311
MEXICO
713-567-0059

CONSIGNEE:

STUSCO
1000 MAIN, FLOOR 11
HOUSTON, TX 77002
713-230-3385

IMPORTER OF RECORD:

MOTIVA PORT ARTHUR
9406 W PORT ARTHUR ROAD

PORT ARTHUR, TX 77640

COUNTRY OF ORIGIN: MEXICO

COUNTRY OF FINAL DESTINATION: U.S.

ADDITIONAL INFORMATION IS AS FOLLOWS:

NOTIFY PARTY:

SHELL TRADING (US) COMPANY

MATT SHELTON

**1000 MAIN, FLOOR 11
HOUSTON, TX 77002
713-230-7498**

PORT OF CARGO ORIGIN: CIUDAD MADERO OR TAMPICO

CARGO: ALTAMIRA CRUDE OIL

CARGO API: 15.0 APPROX.

CARGO QTY: APPROX 200,000 +/- 10% NET BBLS APPROXIMATELY

DISCHARGING DOCK: SUNOCO NEDERLAND

**IN ADDITION TO THE STANDARD MONITORING OF THE CARGO OPERATIONS
THE BOILER**

**COMBUSTION AND RESULTING STACK EMISSIONS MUST BE WITHIN
ACCEPTABLE RANGES.**

**FAILURE TO COMPLY WITH STACK EMISSIONS CONTROL MAY RESULT IN
SHUT DOWN**

**OF CARGO OPERATIONS BY THE TERMINAL AND A NEGATIVE VETTING BY
CHARTERER FOR**

FUTURE CHARTERING CONSIDERATION.

**IT IS REQUESTED VESSEL PRESENT NOTICE OF PROTEST TO SUPPLIER IF
AN**

INCREASE IN FREE WATER IS DETECTED AFTER LOADING OR THERE IS A CARGO DIFFERENCE BETWEEN SHIP AND SHORE.

WHILE CONDUCTING BALLAST AND DEBALLAST OPERATIONS, WE STRONGLY

RECOMMEND THAT THE FOLLOWING BE CONSIDERED:

AA - THE POSSIBILITY OF LEAKAGE BETWEEN THE CARGO AND BALLAST SYSTEMS MUST BE CONSIDERED, PARTICULARLY IN VESSELS WHERE THE BALLAST LINE PASSES THROUGH TANKS CONTAINING CARGO AND UTILIZATION OF THE BALLAST PUMP IS PREFERRED OVER BALLASTING BY GRAVITY AS POSITIVE SUCTION IN THE SEACHEST MAY ELIMINATE ANY SPILLAGE CAUSED BY LEAKING BALLAST PIPING RUNNING THROUGH PARTIALLY LADEN CARGO TANKS

BB - WHENEVER DEBALLASTING OPERATIONS ARE IN PROGRESS (INCLUDING SBT), A CAREFUL CHECK OVER THE SIDE MUST BE MAINTAINED

CC - IT IS RECOMMENDED THAT CARGO AND BALLAST OPERATIONS NOT BE CONDUCTED SIMULTANEOUSLY IN VESSELS NOT FITTED WITH A SBT SYSTEM UNLESS DOING SO IS NECESSARY FOR THE SAFETY OF THE VESSEL OR THE MASTER IS FULLY SATISFIED THAT BOTH CARGO AND BALLAST SYSTEMS ARE SEPARATED AND NOT LEAKING

IT IS OUR VIEW THAT BOTH CHARTERERS AND OWNERS MUST HAVE THE

COMMON OBJECTIVE OF PROVIDING A SAFE, EFFICIENT AND ENVIRONMENTALLY

ACCEPTABLE OPERATION. THEREFORE, IT IS RECOMMENDED THAT INTERNA-

TIONALLY RECOGNIZED PRUDENT GUIDELINES SUCH AS THOSE ISSUED IN THE

INTERNATIONAL SAFETY GUIDELINES FOR OIL TANKERS AND TERMINALS BE CONSIDERED.

OWNERS ARE REMINDED THAT, PURSUANT TO THE CHARTER, THEY MUST COOPERATE

WITH CHARTERERS TO ENSURE THAT THEY COMPLY WITH SHELL'S BUSINESS PRINCIPLES.

OCIMF GUIDELINES ARE REQUIRED AND ENFORCED AT CHARTERERS' DESIGNATED

TERMINALS, PARTICULARLY MOORING PROCEDURES AS DESCRIBED IN THE

INTERNATIONAL SAFETY GUIDE FOR OIL TANKERS AND TERMINALS, I.E., WIRE

AND ROPE MOORING LINES SHOULD NOT BE USED TOGETHER IN THE SAME DIRECTION DUE TO THE DIFFERENCE IN THEIR ELASTICITY.

MAYA / ISTHMUS / OLMECA / ALTAMIRA IS A SOUR CRUDE WHICH CONTAINS H₂S. THE GUIDELINES PROVIDED

IN THE INTERNATIONAL SAFETY GUIDE FOR OIL TANKERS AND TERMINALS

REGARDING H₂S ARE TO BE CONSIDERED. DEPRESSURIZATION OR OPENING OF

CARGO TANKS DURING ENTIRE BERTHING PERIOD IS NOT PERMITTED AT SHELL

DEER PARK, PORT NECHES OR SUN NEDERLAND, TEXAS.

H₂S IS PRESENT IN MANY CRUDE OILS AND NATURAL GASOLINES,
ALTHOUGH

PARTICULARLY SOUR CRUDES ARE USUALLY SWEETENED BEFORE
SHIPMENT. WHILE MOST

SOUR CRUDES ARE WELL KNOWN, MASTERS SHOULD NOTE THAT H₂S
CONCENTRATION

ARE REPORTED TO BE INCREASING IN SOME CRUDES INCLUDING THOSE
FROM SAUDI

ARABIA, POLAND, LATVIA, RUSSIA AND THE NORTH SEA (INCLUDING
BRENT). H₂S

HAS ALSO BEEN FOUND IN SOME CONDENSATES AND OCCASIONALLY
ALSO IN FUEL OIL.

WHILST HISTORICALLY FATALITIES FROM H₂S EXPOSURE ON TANKERS ARE
VERY RARE

INDEED, SOME INSTANCES HAVE OCCURRED IN RECENT YEARS.
THEREFORE MASTERS

SHOULD ENSURE THAT ALL PERSONNEL HANDLING CARGOES LIKELY TO
CONTAIN H₂S

SHOULD BE MADE FULLY AWARE OF THE HAZARDS, ADVICE AND
PRECAUTIONS OUTLINED

IN THE 5TH EDITION OF ISGOTT, SECTION 2.3.6 AND THE RELEVANT
REPORTING IN ISGOTT 22.4.

You are herewith also requested to inform us of any specific
delay that may have been caused as a result (direct or
consequential) of Port Security Boarding's. For this purpose,
we herewith include the "Deep Draft Entry Facility Tracking
Report" The report provides E-mail addresses of the intended
recipients at the top. Please submit the report with as many

(brief) details as you are able to provide.

The tracking is an initiative of the Houston Galveston
Navigation Safety Advisory Committee in close consultation
with the US Coast Guard and is intended to be used in
discussions about any delays/cost that the Industry may
suffer as a result of the security boarding's. With thanks in
advance for the anticipated responses. If you have any
questions, please let us know. (PLEASE SEE ATTACHED DOCUMENT)

<< File: DDEF.doc >>

INSPECTOR

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INSPECTOR AT BOTH LOAD AND DISPORT IS CALEB BRETT.

VESSEL COMMUNICATION

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UPON RECEIPT OF ORDERS VESSEL OWNER IS TO APPOINT LOAD AND
DISPORT

AGENTS AS NOMINATED BY CHARTERERS AND GIVE INITIAL ETA NOTICE
WITH

THE APPOINTMENT. VESSEL MASTER TO BE INSTRUCTED TO COMPLY
WITH

ETA NOTICE REQUIREMENTS AS STATED HEREIN IN ORDER TO ALLOW
LOADPORT

AGENT TO ADVISE LOADPORT OPERATOR AND SUPPLIER HEADQUARTERS
OF SAME

FOR MOST EFFICIENT SCHEDULING OF VESSEL AT THE BERTH. AFTER
INITIAL

ETA NOTICE IS PROVIDED, ETA IS TO BE REPORTED 72/48/24/12 HOURS PRIOR

TO ARRIVAL. IF ETA CHANGES MORE THAN 2 HOURS, PROVIDE AGENT WITH

NEW ETA. AGENT IS INSTRUCTED TO PROVIDE TERMINAL REPRESENTATIVES

WITH ETA'S PROMPTLY WHENEVER RECEIVED.

UPON RECEIPT OF ORDERS AND PRIOR TO VESSEL LOADING PLEASE PROVIDE

THE FOLLOWING TO CHARTERER:

- (1) LOADPORT ETA, IN LOCAL TIME, WITH UPDATE EVERY 24 HOURS UNTIL VESSEL ARRIVES AT LOADPORT
- (2) REPORT OF ANY DELAYS
- (3) LOADPORT BERTHING PROSPECTS EVERY 24 HOURS WHILE VESSEL IS AWAITING CARGO
- (4) TYPE, VOLUME AND LOCATION OF ANY SLOPS ONBOARD
- (5) IDENTITY OF ANY CLEANING DETERGENTS USED
- (6) NAME AND FULL STYLE OF OWNERS DISPORT P AND I CLUB REP

IMMEDIATELY AFTER VESSEL COMPLETES LOADING PLEASE PROVIDE THE FOLLOWING TO CHARTERER:

- (1) SAILING TIME/DATE
- (2) BILL OF LADING GROSS AND NET LOADED VOLUME IN METRIC TONS AND BARRELS
- (3) LOADED CARGO TEMPERATURE
- (4) ESTIMATED ARRIVAL DRAFT IN FEET FRESH WATER AT DISPORT

(5) CHRONOLOGICAL LISTING OF LOADPORT TIMES/ACTIVITIES

(6) DISPORT ETA, IN LOCAL TIME, WITH VESSEL SPEED, COORDINATES
AND

COURSE EVERY 24 HOURS UNTIL VESSEL ARRIVES AT DISPORT.

PROVIDE ETA TO DISPORT AGENT AS SOON AS POSSIBLE, THEN 72/48/24/12

HOURS OUT. IF ETA CHANGES MORE THAN 2 HOURS, PROVIDE AGENT
WITH

UPDATED ETA. AGENT IS INSTRUCTED TO PROVIDE TERMINAL
REPRESENTATIVES

WITH ETA'S PROMPTLY WHENEVER RECEIVED. UPON COMPLETION OF
DISCHARGE,

PLEASE PROVIDE CHRONOLOGICAL LISTING OF DISPORT
TIMES/ACTIVITIES.

AGENT INFORMATION

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CHARTERERS REQUEST THAT THE APPOINTED LOAD AND DISPORT
AGENTS PLEASE

SEND TO SHELL TRADING (US) COMPANY THE STATEMENT OF FACTS AND
COPY OF

BILLS OF LADING WITH REMAINDER OF LOAD OR DISPORT DOCUMENTS,
SHOWING

TRIP NUMBER, BY EMAIL TO MATTHEW.SHELTON@SHELL.COM AS WELL AS
TO

FREIGHTOPERATIONS@SHELL.COM.

LOADPORT AGENT TO BE REPMAR.

REPRESENTACIONES MARITIMAS SA DE CV/HEAD OFFICE

FRONTERA NO. 67, COL TIZAPAN. MEXICO, D.F. 01090

TEL: (52-55) 5089-2222 (SWITCHBOARD)

FAX: (52-55) 5089-2080/81/82

TLXS: 1764320 / 1764321 / 1773834 / 1775726

E-MAIL: tanker@mail.maritimex.com.mx (mailto:tanker@mail.maritimex.com.mx)

PIC: FRANCISCO DE ASIS DIRECT LINE: +52-55 5089-2229
AOH: (52-55) 5637 6538 MOB: (52-55) 2564 3085
ENRIQUE CAMPOS DIRECT LINE: +52-55 5089-2234
AOH: (52-55) 5319 2919 MOB: (52-55) 5506 6959

DISPORT AGENT TO BE ISS BEAUMONT.

CONTACT: KEVIN MITCHELL

PHONE: 409-727-0619

FAX: 409-727-0619

EMAIL: ISS.BEAUMONT@ISS-SHIPPING.COM

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IN THE EVENT OF A MARINE INCIDENT/CASUALTY/SPILL/BREAK DOWN
OF ANY VESSEL SYSTEM REQUIRED FOR SAFE OPERATION OR VOYAGE
OR REQUIRED TO BE OPERATIONAL BY CLASS PLEASE CALL SHELL'S 24
HOUR EMERGENCY NUMBER, **44 207 934 7777**

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PLEASE CONFIRM RECEIPT OF ORDERS AND ADVISE REQUESTED
INFORMATION

ACCORDINGLY.

Matt Shelton
Crude Scheduler



Shell Trading US Company
Office: 713.230.7498
Cell: 281.660.7402
matthew.shelton@shell.com
Yahoo IM - bevo2284
ICE IM - matthew_shelton_stusco

Companies within the Shell Trading business may monitor and record communications for legal, regulatory and/or business purposes. Such communications will be controlled by Shell Energy North America (US) LP on behalf of all Shell Trading entities within the United States and by Shell International Trading and Shipping Company Ltd for all other Shell Trading entities. Personal data is handled and protected in accordance with applicable data protection laws and relevant Shell policies and rules. Personal data may be disclosed to other Shell companies and to third party organizations providing services to the relevant Shell Company or as required by law.